

FrontRunner Forward

Vision

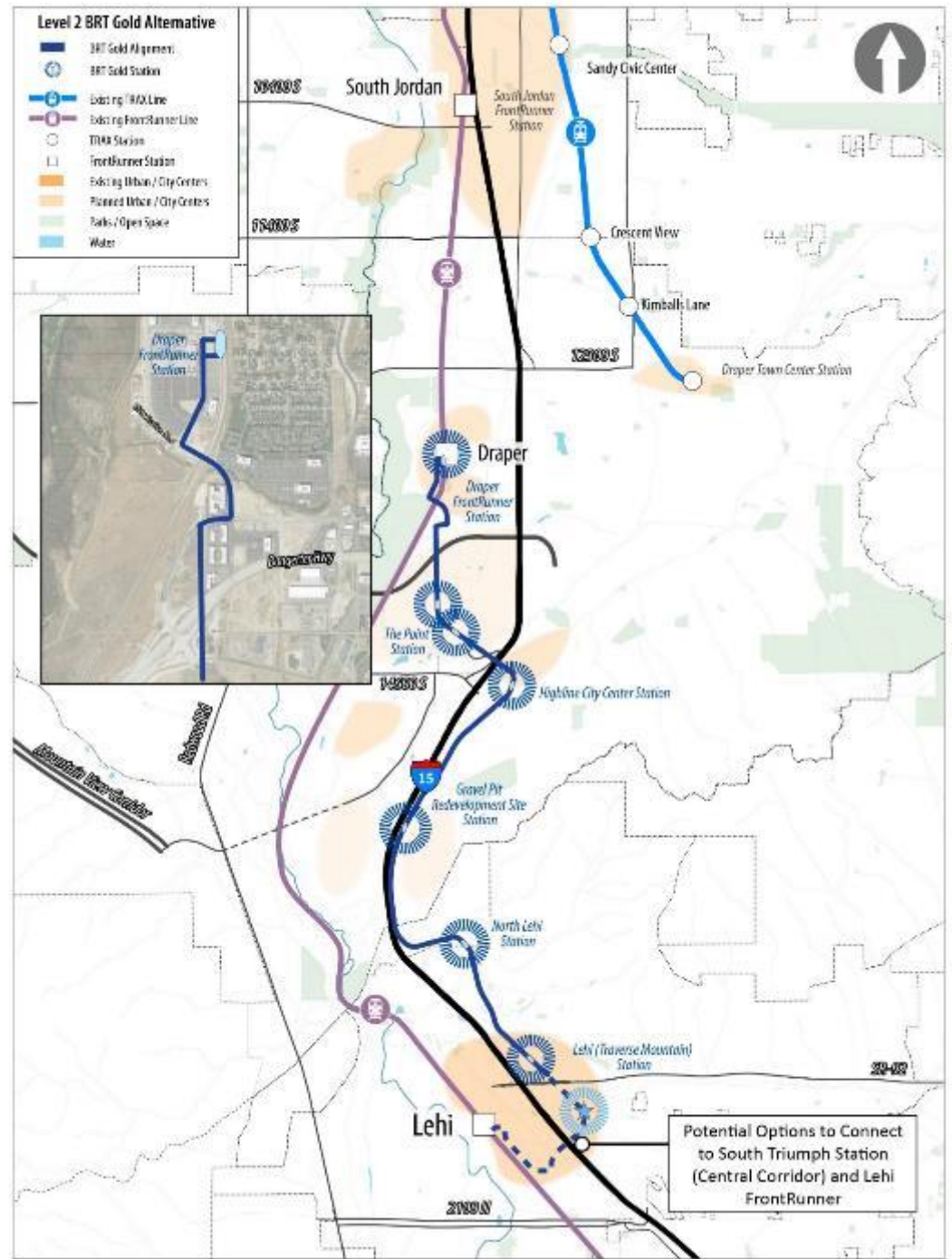
- Conceptual framework that guides the approach to preparing a strategy and work program for growing FrontRunner capacity
- Useful for communicating what UTA and project partners are seeking to accomplish to grow the capacity and reliability of FrontRunner

Legislative Funding

- \$100 million one-time / \$200 million bond
- Funding for double tracking strategic sections of FrontRunner



Point of the Mountain



Preferred Alternative - BRT

- High-quality “gold standard” BRT
- Nearly 90% exclusive operations with distinctive guideway
- 6 to 7 stations with enhanced area amenities, option for 2 more to the south

Legislative Funding

- \$5 million for the environmental study

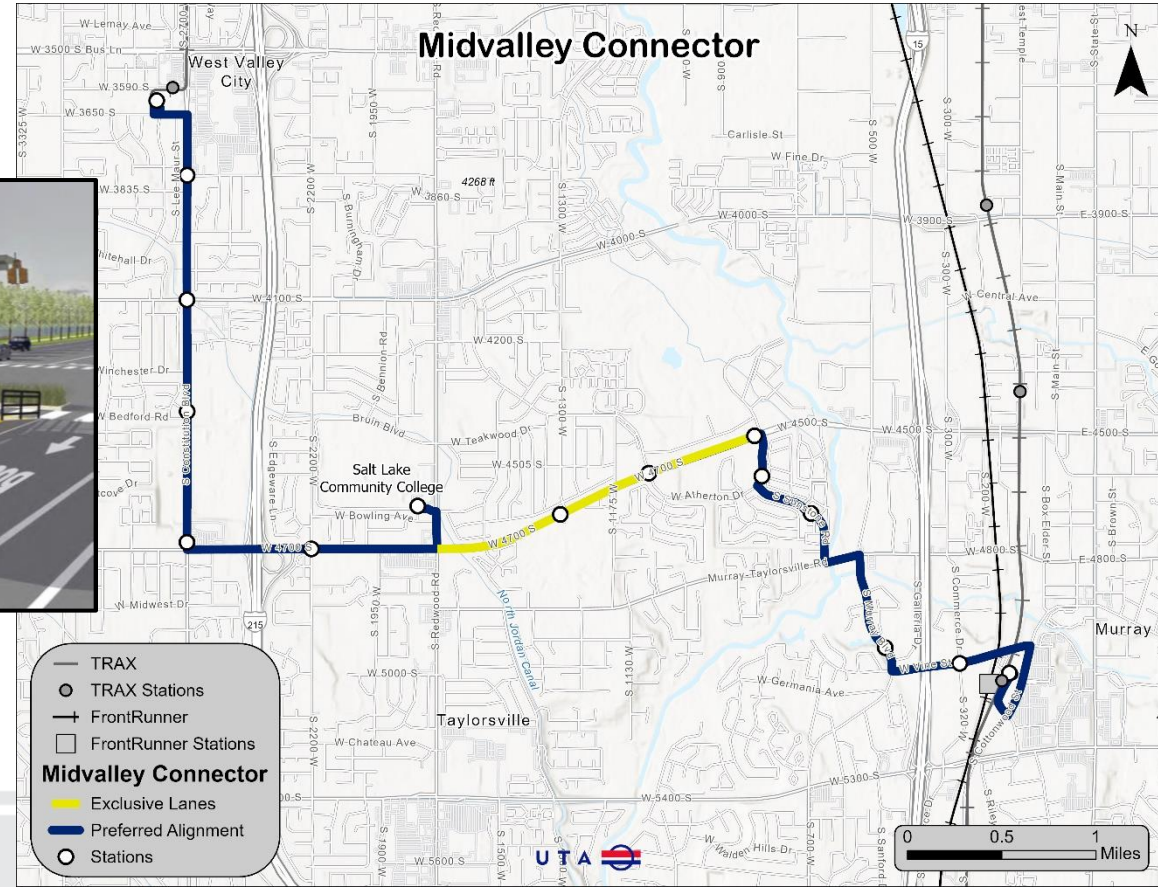


Midvalley Connector

- The Midvalley Connector is bus rapid transit route which will connect Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station

Legislative Funding

- \$11 million for the project



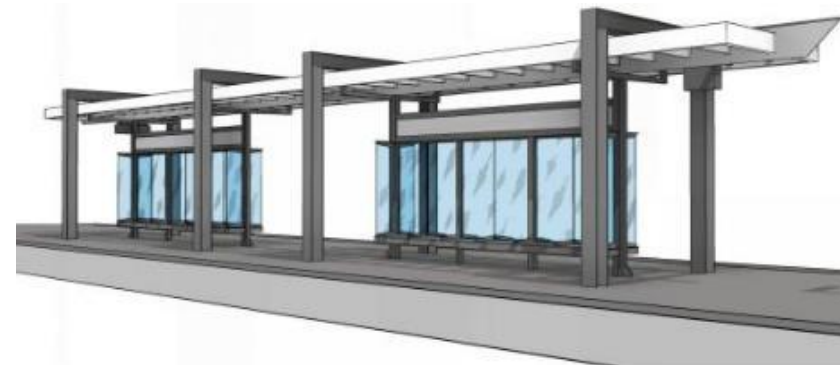
Vineyard Station and Associated Double Track

Project Progress

- Final Design – Complete
- UTA and UDOT ILA – Complete
- Schedule – Completion in late 2021

Legislative Funding

- \$1.6 million for the project

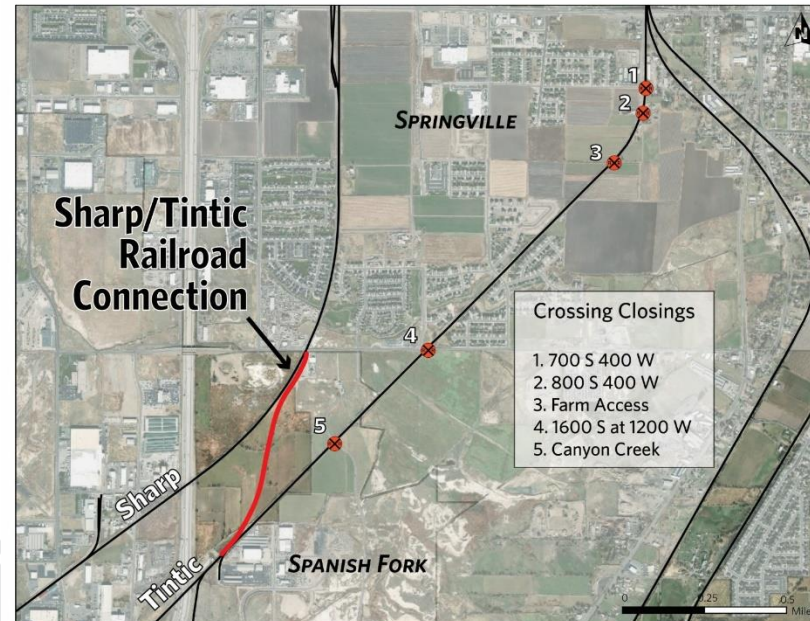
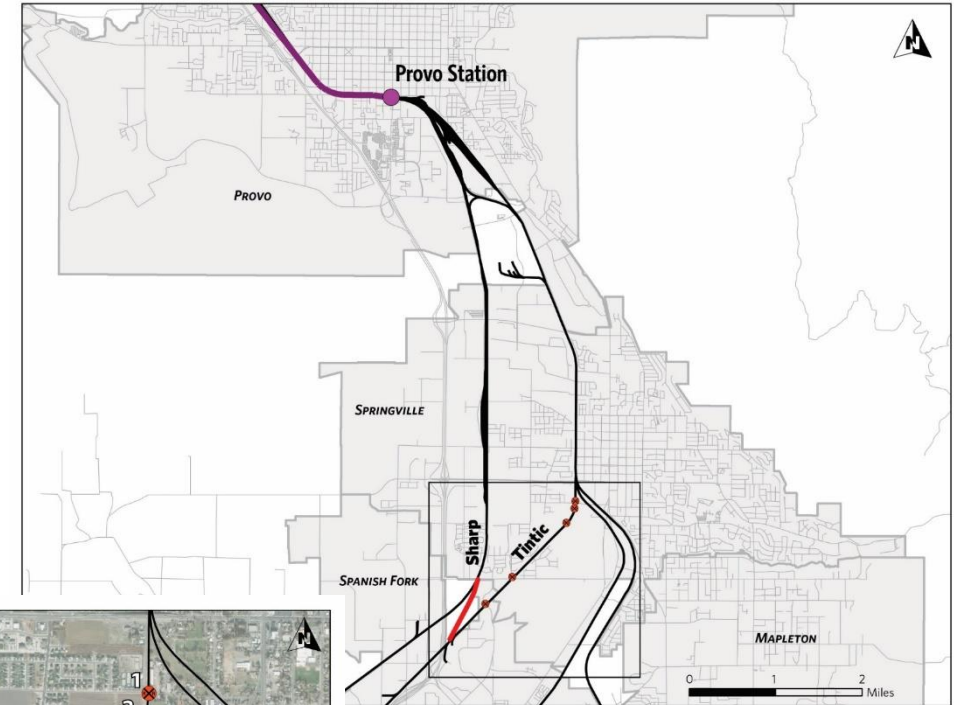


Sharp-Tintic Rail Consolidation Connection

- UTA owns portions of the Sharp Subdivision and the Tintic Industrial Lead
- Project will:
 - Eliminate five at-grade crossings
 - Facilitate future development in Springville and Spanish Fork
 - Allow for future UTA expansion to southern Utah County

Legislative Funding

- \$4 million for the project



S-Line Extension

- Extend the Sugar House Streetcar line east to Highland Drive
- Coordination with Salt Lake City – Adopted Phase 2 LPA (2014)
- Extension to Highland Dr. will allow Future extensions to the north and/or south
- Environmental and Design will be needed



Legislative Funding

- \$12 million to pay for construction and improvements to the S-line

